

55-1520-214-PMS

*TM 55-1520-214-PMS

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 8 August 1983

OH-6A HELICOPTER
PREVENTIVE MAINTENANCE SERVICES

GENERAL INFORMATION AND SCOPE

WARNING: CERTAIN INSPECTIONS ARE MANDATORY SAFETY-OF-FLIGHT REQUIREMENTS, AND THE INSPECTION INTERVALS CANNOT BE EXCEEDED. IN THE EVENT THESE INSPECTIONS CANNOT BE ACCOMPLISHED AT THE SPECIFIED INTERVAL, THE AIRCRAFT CONDITION STATUS SYMBOL WILL BE IMMEDIATELY CHANGED TO A RED X. THESE TYPE INSPECTION ITEMS ARE PRECEDED BY "MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM".

NOTE. INSPECTION ITEMS CONTAINED IN THIS MANUAL ARE CONSIDERED THE MINIMUM REQUIREMENTS FOR PERFORMING A DAILY OR PERIODIC INSPECTION AND MUST BE PERFORMED. THE CUMULATIVE EFFECTS OF INSPECTION DEFERRALS ARE UNKNOWN AND COULD RESULT IN CATASTROPHIC FAILURE OR INCREASED MAINTENANCE AT A LATER DATE. THEREFORE, THE USE OF SPECIAL LETTERING TO EMPHASIZE MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEMS IS NOT TO BE CONSTRUED AS AUTHORITY FOR DEFERRAL OF OTHER INSPECTIONS.

*This manual supersedes TM 55-1520-214-PMS, 12 July 1974, including all changes.

This copy is a reprint which includes current
pages from Changes 1 through 6.

1

D 101.11:

READER best copy available

1. Inspection Requirements. This manual contains complete requirements for daily and periodic inspection for OH-6A helicopters. It does not contain instructions for repair, adjustment, or other means of rectifying conditions, nor does it contain instructions for troubleshooting to find causes for malfunctioning. Specific tolerances, limits, etc., can be found in the applicable maintenance manuals. Use of the alphabetical index in the applicable manuals will facilitate locating the required information.

2. Maintenance Activities. The inspection prescribed by this manual will be performed at specified periods of Aviation Unit Maintenance (AVUM) activities with assistance of Aviation Intermediate (AVIM) and Depot activities when required.

3. General Information.

a. The inspection requirements contained herein are stated in such a manner as to establish when certain equipment is to be inspected and what conditions are desired/undesired. Compliance with the provisions outlined herein, is required in order to ensure that latent defects are discovered and corrected before malfunctions or serious trouble results. In order to arrange inspections requirements as nearly as possible according to the manner in which work will be accomplished, the requirements in each area are divided into groups under area headings (figure 1). An area title

indicates a specific aircraft location which may be comprised of several systems or groups of related components within this given area.

b. The inspection intervals designated herein will not be exceeded except in actual operational emergencies as explained herein. It is the commander's responsibility to determine (on an individual basis) when inspection intervals may be exceeded. For this purpose, operational emergencies are conditions of combat, or conditions of disaster which necessitate flight to evacuate aircraft or personnel. When aircraft are operated beyond the normal inspection due-time because of such emergency situations, a circled red X status symbol and an appropriate statement (to include authority) must be entered in blocks 16 and 17 of DA Form 2408-13 (Aircraft Inspection and Maintenance Record) until such time as the inspection is complete. Since safety may be jeopardized when inspections are delayed to meet emergency requirements, commanders will assure that the aircraft status symbol reverts to a red X and that delayed inspections are accomplished immediately upon termination of the actual emergency. When unusual local conditions of environment, utilization, mission, experience of flight crew and maintenance personnel, periods of inactivity, etc., are encountered, the maintenance officer will, at his discretion, increase the scope and/or frequency of maintenance or inspections as necessary to ensure safe flight.

URGENT

TM 55-1520-214-PMS
C 6

CHANGE }
NO. 6 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 20 June 1988

OH-6A HELICOPTER PREVENTIVE MAINTENANCE SERVICES

TM 55-1520-214-PMS, 8 August 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text materiel is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages

3 and 4
15 and 16

Insert pages

3 and 4
15 and 16

2. Retain these sheets in front of manual for reference purposes.

URGENT

TM 55-1520-214-PMS
C 6

By Order of the Secretary of the Army:

Official:

R. L. DILWORTH
Brigadier General, United States Army
The Adjutant General

CARLE E. VUONO
General, United States Army
Chief of Staff

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31, PM requirements for OH-6A
Helicopter, Observation.

URGENT

CHANGE }
NO. 5 }

TM 55-1520-214-PMS
C 5

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 17 April 1987

OH-6A HELICOPTER
PREVENTIVE MAINTENANCE SERVICES

TM 55-1520-214-PMS, 8 August 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages

Insert pages

23 and 24

23 and 24

2. Retain these sheets in front of manual for reference purposes.

URGENT

TM 55-1520-214-PMS
C 4

By Order of the Secretary of the Army:

JOHN A. WICKHAM, JR.
General, United States Army
Chief of Staff

Official:

R. L. DILWORTH
Brigadier General, United States Army
The Adjutant General

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31, PM requirements for OH-6A
Helicopter, Observation.

URGENT

CHANGE }
NO. 4 }

TM 55-1520-214-PMS
C 4

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 3 April 1987

OH-6A HELICOPTER
PREVENTIVE MAINTENANCE SERVICES

TM 55-1520-214-PMS, 8 August 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages

7 through 10
17 and 18
23 through 26

Insert pages

7 through 10
17 and 18
23 through 26

2. Retain this sheet in front of manual for reference purposes.

URGENT

TM 55-1520-214-PMS
C 4

By Order of the Secretary of the Army:

JOHN A. WICKHAM, JR.
General, United States Army
Chief of Staff

Official:

R. L. DILWORTH
Brigadier General, United States Army
The Adjutant General

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31, PM requirements for OH-6A
Helicopter, Observation.

URGENT

CHANGE }
NO. 3 }

TM 55-1520-214-PMS
C 3

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 15 August 1984

OH-6A HELICOPTER PREVENTIVE MAINTENANCE SERVICES

TM 55-1520-214-PMS, 8 August 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages

11 thru 14
17 and 18
21 and 22

Insert pages

11 thru 14
17 and 18
21 and 22

2. Retain this sheet in front of manual for reference purposes.

URGENT

TM 55-1520-214-PMS
C 2

By Order of the Secretary of the Army:

Official:

ROBERT M. JOYCE
Major General, United States Army
The Adjutant General

JOHN A. WICKHAM, JR.
General, United States Army
Chief of Staff

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31, PM Requirements for OH-6 aircraft.

URGENT

TM 55-1520-214-PMS
C 2

CHANGE }
NO. 2 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 3 May 1984

OH-6A HELICOPTER PREVENTIVE MAINTENANCE SERVICES

TM 55-1520-214-PMS, 8 August 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages

15 and 16

Insert pages

15 and 16

2. Retain this sheet in front of manual for reference purposes.

URGENT

TM 55-1520-214-PMS
C 2

By Order of the Secretary of the Army:

Official:

JOHN A. WICKHAM, JR.
General, United States Army
Chief of Staff

ROBERT M. JOYCE
Major General, United States Army
The Adjutant General

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31, PM Requirements for OH-6 aircraft.

URGENT

TM 55-1520-214-PMS
C 1

CHANGE }
NO. 1 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 25 January 1984

OH-6A HELICOPTER PREVENTIVE MAINTENANCE SERVICES

TM 55-1520-214-PMS, 8 August 1983, is changed as follows:

1. Remove and insert pages as indicated below.

Remove pages

3 and 4
7 and 8
13 and 14
15 and 16
21 and 22

Insert pages

3 and 4
7 and 8
13 and 14
15 and 16
21 and 22

2. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

URGENT

TM 55-1520-214-PMS
C 1

3. Retain these sheets in front of manual for reference purposes.

By Order of the Secretary of the Army:

JOHN A. WICKHAM, JR.
General, United States Army
Chief of Staff

Official:

ROBERT M. JOYCE
Major General, United States Army
The Adjutant General

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31, PM Requirements for OH-6 aircraft.

c. This manual may contain inspection requirements applicable to specific equipment not installed on your aircraft. Those requirements should be disregarded.

d. DA Form 2408-13 will be used to record all deficiencies or shortcomings discovered during the daily inspection. DA Form 2404 will be used as a work sheet to record all deficiencies or shortcomings discovered during accomplishment of the periodic inspection. Upon completion of the inspection, all uncorrected deficiencies or shortcomings listed on DA Form 2404 will be entered on DA Form 2408-13 prepared for that date or DA Form 2408-14 prepared for periodic.

e. A 1-1/2 inch space between each area of inspection is being provided to allow insertion of additional inspection items as required by local command inspection procedures.

4. Special Instructions.

a. The columns headed D and P are used to indicate the requirements for Daily and Periodic inspections respectively. When item is required with a frequency other than that indicated by these column headings, the proper frequency is indicated in the appropriate column. For example, when a given item is required at each 3rd periodic inspection, "3rd" is entered in the P column, opposite the pertinent item. To use the chart, perform all preventive maintenance service items indicated in

C 6

the pertinent inspection column. The types of inspections are defined as follows:

D - Daily inspection is accomplished following the last flight of the day, or prior to the first flight on the next day on which the aircraft is flown.

P - A Periodic inspection, the most comprehensive of the two, is performed every 300 flying hours.

b. Work time requirements to accomplish each inspection are stated at top of the checklist.

5. **Reporting Errors and Recommending Improvements.** You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA Form 2028-2 located in the back of the applicable aircraft maintenance manual (when using the 2028-2 from the maintenance manual, ensure the publication number and title refer to this PMS) directly to Commander, US Army Aviation Systems Command, ATTN: AMSAV-MMD, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798. A reply will be furnished directly to you.

6. **Inspection Areas.** Inspection areas are shown in figure 1.

OH-6A HELICOPTER PREVENTIVE MAINTENANCE SERVICES

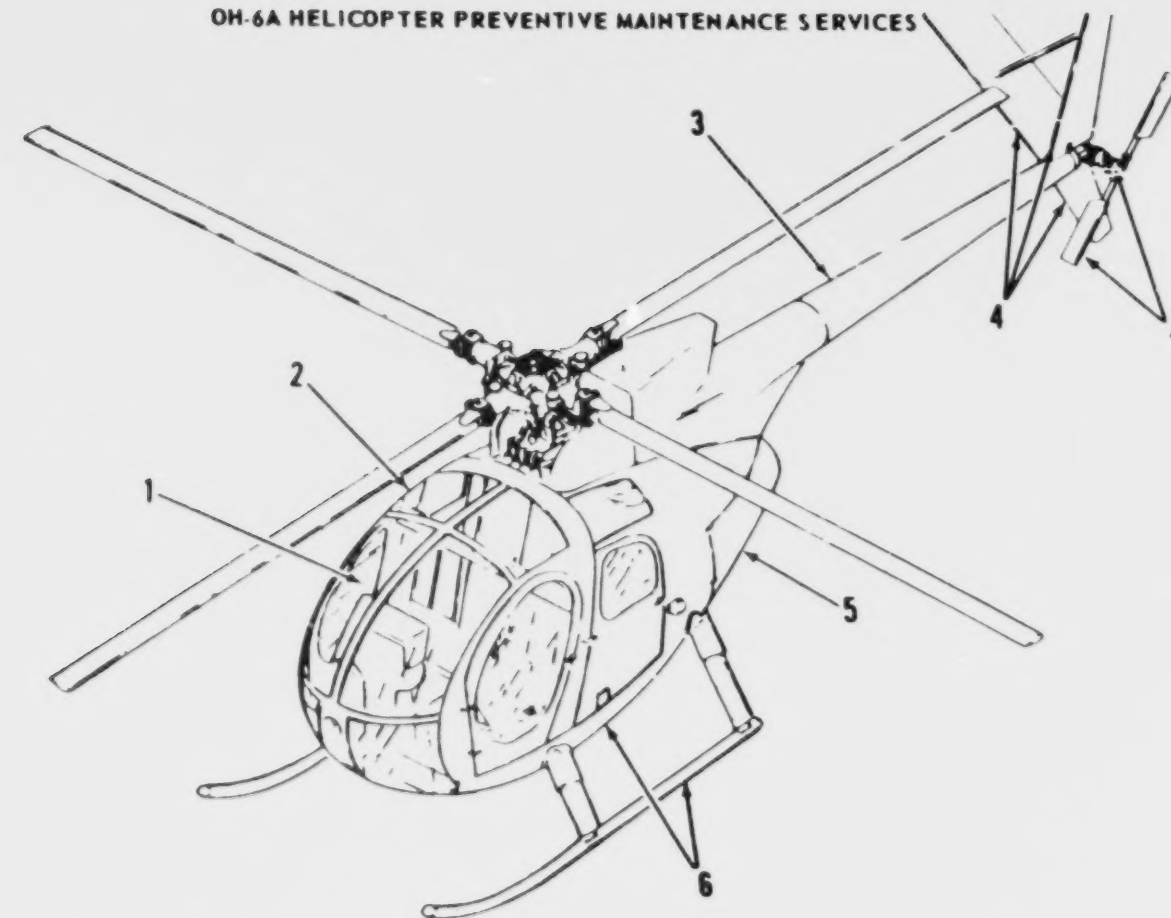


Figure 1. Inspection Areas

TM 55-1520-214-PMS

AREA NO. 1	CANOPY AND PILOT'S COMPARTMENT	All surfaces and components in nose compartment and all of fuselage forward section.
AREA NO. 2	FUSELAGE RIGHT SIDE (CENTER, AFT, AND LOWER SECTIONS) RIGHT SIDE OF MAIN ROTOR AND RIGHT LANDING GEAR	All surfaces and components from top of mast through the fuselage aft and lower sections and right landing gear. Includes main rotor, mast and rotating controls, transmission with accessories and mounts, and engine intake.
AREA NO. 3	TAILBOOM	All surfaces and components of tailboom. Includes boom attach points, tail rotor driveshaft and dampener, and tailboom control rod.
AREA NO. 4	STABILIZERS, TAIL ROTOR TRANSMISSION AND TAIL ROTOR	All surfaces and components of the stabilizer, tail rotor transmission and tail rotor. Includes horizontal and vertical stabilizers and strut, tail rotor transmission, tail rotor blades, hub, pitch control linkage and fork bearings.
AREA NO. 5	ENGINE COMPARTMENT	All surfaces, components, and equipment associated with engine installation.
AREA NO. 6	FUSELAGE LEFT SIDE (CENTER, AFT AND LOWER SECTIONS) LEFT SIDE OF MAIN ROTOR AND LEFT LANDING GEAR	All surfaces and components from top of aft fuselage section through lower fuselage section and left landing gear. Includes landing gear, fuel drains and vents, flight control rods, and particle separator scavenge air overboard screen.

PREVENTIVE MAINTENANCE DAILY CHECKLIST TM 55-1520-214-PMS

The Preventive Maintenance Daily Checklist will be accomplished following the last flight of the day or prior to the first flight on the next day on which the aircraft is flown. The inspection consists of visual examination and operational checks to determine that the aircraft can safely and efficiently perform its assigned mission.

DAILY INSPECTION TOTAL WORK TIME:

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	POWER OFF			1.4	Landing/hover light for security and condition.	X	X
	CANOPY AND PILOT'S COMPARTMENT				MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			1.5	FAT GAGE FOR CONDITION AND SECURITY.	X	
1.1	INSPECT AIRCRAFT FORMS AND RECORDS FOR RECORDED DISCREPANCIES (TM-38-750).	X	X	1.6	Pitot tube and static port for obstructions and cleanliness; drain hole clear.	X	X
1.2	Canopy and Pilot's compartment for obvious damage; windshields and windows for obvious damage and cleanliness.	X	X	1.7	Compartment fresh air vents in doors and front of canopy for ease of operation, cracks, and security.	X	X
1.3	Canopy and Pilot's compartment exterior for scratches, cracks, distortion, corrosion and deterioration; exterior and interior structural members for distortion or damage.		X	1.8	Pilot compartment doors for proper operation of hinges and latches, damage, and security.	X	X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

C 4

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
1.9	Emergency release mechanism for positive release action. MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		X	1.15	Fire extinguisher for security of attachment in designated location, proper inspection tags, broken or missing seal. MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM	X	X
1.10	ACCESS AND INSPECTION DOORS FOR POSITIVE CLOSURE AND SECURITY.	X	X	1.16	FUEL SHUTOFF VALVE CONTROL FOR PROPER OPERATION.	X	X
1.11	Armor installation for condition and security (if installed).	X	X	1.17	Actuate fuel shutoff valve control and check for smooth operation (minimum bend radius at any point must not be less than 2.75 inches). With the shutoff valve control knob down and a 0.015 TO 0.090-INCH GAP between bottom of operating control plunger and the surface of the fixed housing, check that the shutoff valve lever contacts the open (clockwise) stop. MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		X
1.12	Seats for security, damage and cleanliness (TM 55-1500-204-25/1).	X	X	1.18	FLIGHT CONTROL SYSTEM ONE-WAY LOCK FOR OIL LEAKAGE AND SECURITY; FLUID FOR PROPER LEVEL.		X
1.13	Safety belts and shoulder harness for missing or broken webbing-retarder springs, corrosion, cuts, fraying and security (TM 55-1500-204-25/1). Inertia reels for damage, security, positive locking and unlocking. NOTE HARNESS ADJUSTER IS NOT REQUIRED ON PILOT AND CO-PILOT SHOULDER HARNESS.	X	X				
1.14	First aid kit for designated location serviceable tag, broken or missing seal, and proper identification markings (TM 55-1500-328-25).						

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

C 1

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.19	TAIL ROTOR CONTROL PEDAL BRACKET ASSEMBLIES FOR CRACKS IN PEDAL LINK BELL CRANK SUPPORT FITTINGS AND STOP BOLTS (4 EA) FOR LOOSENESS (BOLTS SHOULD NOT BE FINGER LOOSE).	X	X	1.25	ENGINE AIR FILTER BYPASS AIR CONTROL RELEASE FOR EASE OF OPERATION AND SECURITY. PULL RELEASE HANDLE FORWARD TO OPERATE BYPASS DOOR.	X	X
1.20	Instrument range markings for accuracy and legibility; all gage lenses for cracks, cleanliness, looseness or slippage.		X	1.26	Instrument plumbing color coding and instrument plumbing and electrical wiring for wear and security.		X
1.21	Test and/or adjust TOT indicator systems.		X	1.27	Circuit breaker housing for damage and security.	X	X
1.22	All stencils, placards, decals and cards for legibility.		X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.23	Compass correction card for proper location, current and legible.	X	X	1.28	CYCLIC, COLLECTIVE AND TAIL ROTOR CONTROLS FOR FREEDOM OF MOVEMENT, SPHERICAL ROD END BEARINGS FOR LOOSENESS (0.040-INCH MAXIMUM AXIAL PLAY) AND SECURITY.	X	X
1.24	Cabin heat and defrost control valves for ease of operation; diffusers for operation and security.		X				

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

TM 55-1520-214-PMS

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				DECREASE POSITION (FULL OFF). CHECK COLLECTIVE PITCH CONTROL FOR FREEDOM OF MOVEMENT.		
1.29	CYCLIC STICK GUARDS AND PILOT'S COLLECTIVE STICK COVER FOR DAMAGE AND SECURITY. COVER CURTAIN FOR CONDITION OF MATERIAL, SECURITY OF ATTACHMENT, AND FREEDOM OF MOVEMENT. ENSURE THAT NO ENTANGLEMENT WITH FRICTION GEAR MECHANISM CAN OCCUR.	X	X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			1.31	BATTERY AND CONNECTIONS FOR SECURITY AND CLEANLINESS; BATTERY FOR LEAKAGE.	X	X
1.30	WITH UPPER AND LOWER COLLECTIVE CURTAINS SLID BACK, INSPECT COLLECTIVE GEAR TRAIN ELEMENTS (ESPECIALLY IDLER AND DRIVEN GEARS FOR EVIDENCE OF FRET-TING AND CHIPPED OR BROKEN TEETH). ROTATE THE COLLECTIVE FRICTION INCREASE-DECREASE CONTROL THROUGH FULL RANGE; OBSERVE ALL GEAR TEETH AND CHECK FOR BINDING. WITH COLLECTIVE FRICTION IN	X	X	1.32	Battery Compartment and cover for cleanliness and corrosion. Battery brackets for cracks or distortion.		X
				1.33	Pilot compartment for cleanliness; loose equipment for proper stowage.	X	X
				1.34	WSPS for damage and security of upper and lower cutter assemblies and windshield deflector assembly. Check breakaway tip for looseness or play.	X	

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P
	FUSELAGE RIGHT SIDE (CENTER, AFT AND LOWER SECTIONS) RIGHT SIDE OF MAIN ROTOR, RIGHT LANDING GEAR		
2.1	Landing gear for wear, cracks, loose rivets, and security of skid tubes, skid shoes, and fairings; abrasion strips in place.	X	X
2.2	Landing gear skid tubes and fairings for cracks and loose rivets. With aircraft on jacks: attachment points for security; pivot bearings for excessive looseness (0.040 maximum radial play).		X
2.3	Rear landing gear dampers for proper extension by observing attitude of aircraft. If attitude is nose-up, visually inspect dampers for leakage; replace damper if leakage is discovered or extension is less than normal. Attach points for yielding (evidence of hard landing) and security.	X	X

Seq. No.	Item and Procedure	D	P
2.4	Damper pivot bearings for excessive looseness (0.040 inch maximum axial play).		X
2.5	Landing gear front shock dampers for security of attachment and proper extension by observing attitude of aircraft. If attitude is nose-down, visually inspect front dampers for leakage; replace if leakage is obvious or extension is less than normal.	X	X
2.6	Main transmission for correct oil level in sight plug. Allow 15 minutes drain down time before checking oil level. Replenish with oil as required.	X	X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
2.7	FLIGHT CONTROL RODS FOR DAMAGE AND SECURITY.	X	X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				CONTROLS SUPPORT BRACKET ASSEMBLY AND MATCHING CAP CRITICAL AREA FOR CRACKS. INSPECT INBOARD COLLECTIVE TORQUE TUBE BEARING FOR BINDING OR ROUGHNESS.		
2.8	FLIGHT CONTROL PUSH RODS, LINKS, AND BELLCRANKS FOR EXCESSIVE LOOSENESS IN THE SPHERICAL ROD END BEARING (0.040-INCH MAX RADIAL PLAY); BENT RODS OR LINKS; WORN BUSHINGS, AND BELLCRANKS AND BRACKETS FOR CRACKS AND SECURITY. CHECK TUNNEL-ROUTED CONTROL RODS FOR EXCESSIVE LOOSENESS OF UPPER ROD ENDS IN RODS (WITH JAM NUTS LOOSENEED).		X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			2.10	ENGINE-TO-TRANSMISSION DRIVE SHAFT COUPLINGS AND SHAFT FOR CONDITION AND SECURITY OF ATTACHMENT; SHAFT COUPLING DIAPHRAGMS FOR CRACKS.		X
2.8.1	REMOVE CYCLIC CONTROL SYSTEM ONE-WAY LOCK, DRAIN, FLUSH, AND REFILL.		X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			2.11	PARTICLE SEPARATOR AIR FILTER SCREENS OR ENGINE BARRIER FILTER ELEMENT FOR CLEANLINESS AND SECURITY. FILTER BYPASS DOOR FOR CLOSED POSITION.	X	X
2.9	DISCONNECT COLLECTIVE BUNGEE SUPPORT BRACKET AND INSPECT		X				

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

C 3

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				OIL TANK FOR PROPER LEVEL IN SIGHT PLUG.		
2.12	ENGINE AIR INLET AFT FAIRING FOR STRUCTURAL DAMAGE, INTERIOR FOR CLEANLINESS; FAIRING DRAIN HOLES (REAR CORNERS CLEAN AND UNOBSTRUCTED). ACCESS DOORS FOR DAMAGE AND SECURITY.	X	X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			2.15	TRANSMISSION CHIP DETECTORS FOR METAL PARTICLES.		X
2.13	ENGINE AIR INTAKE PLENUM CHAMBER AND INLET SCREEN FOR CLEANLINESS, SECURITY, AND OBVIOUS DAMAGE. REMOVE DIRT OR FOREIGN MATTER WITH VACUUM CLEANER.	X	X	2.16	Clean transmission oil filter.		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			2.17	Main transmission case for cracks, leaks and security of attachment. Tail rotor drive shaft for security.	X	X
2.14	OIL COOLER FOR CLEANLINESS; OIL TANK AND FILLER CAP SEAL FOR SECURITY AND EVIDENCE OF LEAKAGE; COOLER DUCT FOR CONDITION AND CLEANLINESS;	X	X	2.18	Retorque stud nuts attaching main transmission to main rotor mast base. Retorque tail rotor drive shaft coupling bolts.		X
					MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
				2.19	ENGINE COMPRESSOR INLET FOR FOREIGN OBJECT DAMAGE; VISIBLE PORTION OF COMPRESSOR FOR DAMAGED BLADES OR STATORS.		X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

C 3

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
2.20	TAIL ROTOR CONTROL PUSH RODS FOR EXCESSIVE BEARING WEAR (0.040-INCH MAX RADIAL PLAY), BELLCRANKS AND PUSH RODS FOR FREEDOM OF MOVEMENT AND SECURITY.		X	2.24	FROM GROUND LEVEL, VISUALLY INSPECT MAIN ROTOR BLADES FOR DAMAGE, INTEGRITY OF TRAILING EDGE AND TIP, AND CLEANLINESS.	X	X
2.21	Remove oil cooler blower scroll and inspect blower impeller blades for damage.		X	2.25	With main rotor blades removed: All visible bond lines on blades for evidence of corrosion vibration absorbers and tip caps for security. Visually check root doublers and attachment fittings for security and bond integrity, check condition and fit of blade and damper attachment pins.		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM						
2.22	MAIN ROTOR HEAD AND SWASH-PLATE FOR OBVIOUS DAMAGE, PITCH CONTROL RODS AND LOCKWIRES FOR SECURITY. MAST SUPPORT BOLTS FOR SLIPPAGE OR LOOSENESS. CONDITION AND SECURITY OF PROTECTIVE TAPE.	X	X				
2.23	Main rotor mast, mast support fittings, and mast support structure for evidence of cracks.		X				

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
2.26	INTEGRITY OF THE ENTIRE MAIN ROTOR BLADE TRAILING EDGE BOND, ESPECIALLY IN AREAS OF TRIM TABS, AND INTEGRITY OF TIP. WHEN CLOSE VISUAL INSPECTION SHOWS EVIDENCE OF SEPARATION OF TRAILING EDGE BOND, LIGHTLY PROBE THE JOINT WITH A 0.001 TO 0.002-INCH FEELER GAGE. IF THE FEELER CAN BE INSERTED TO A DEPTH OF 1/2 INCH OR MORE, EITHER ABOVE OR BELOW THE VEE INSERT, EXCESSIVE SEPARATION IS EVIDENT. NOTE THE TRAILING EDGE STRUCTURAL BOND LINE TO THE VEE STRIP INSERT STARTS 1/4 INCH INWARD (CHORDWISE) FROM THE TRAILING EDGE JOINT; THEREFORE, THE ABOVE TOLERANCE ACTUALLY ALLOWS A 1/4 INCH SEPARATION.		X

"FOD REMINDER"

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
2.27	DRAIN OIL FROM TRANSMISSION AND REFILL.		X
2.28	Main rotor blade vent holes in aft tip cap and lower skin for clogging. Dampers for security, excessive looseness in arm bearings and low stage torque (265-385 in lb). MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		X
2.29	USING A BRIGHT LIGHT AND 5x MAGNIFYING GLASS, INSPECT ALL LEAD-LAG LINKS FOR SURFACE DISCOLORATION, PITTING, INTERGRANULAR CRACKS, OR STRESS CORROSION CRACKS. ANY DISCOLORATION OR PITTING IS EVIDENCE OF MORE THAN SUPERFICIAL CORROSION AND THE MAIN ROTOR HUB MUST BE REPLACED.		X

C 2

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
2.30	Using a bright light and a 5x magnifying glass, inspect the ID of all lead-lag bolts for corrosion.		X	2.33	Main rotor pitch bearings for excessive wear (radial play of assembled ball and pin must not exceed 0.010-inch).		X
2.31	Main rotor hub bearings for roughness by rotating main rotor several times by hand.	X	X	2.34	Droop stop striker plates for looseness and excessive wear (brinelling of plates up to 0.030-inch is acceptable).		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			2.35	Swashplate for bearing roughness and freedom of movement.		X
2.32	MAIN ROTOR PITCH HOUSINGS FOR SCRATCHES, NICKS, CRACKS, AND CHAFING WEAR. INNER SURFACES OF ALL PITCH HOUSING ARM CLEVIS LUGS FOR WEAR IN THE FORM OF CRESCENT-SHAPED GROOVES. (THIS IS AN INDICATION OF MISALIGNED PITCH CHANGE ROD END BEARINGS.)		X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
	NOTE			2.36	BLADE AND DAMPER ATTACH PINS FOR CRACKS, CORROSION, SECURITY (NO LOOSENESS) AND LEVERS PROPERLY LOCKED. VISUALLY CHECK THAT MAST SUPPORT BOLTS ARE NOT ROTATED OR LOOSE.	X	X
	THE DAMAGED AREA MUST BE REPAIRED PRIOR TO DEPTH MEASUREMENT TO DETERMINE IF THE DAMAGE IS ACCEPTABLE.						

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			2.40	Fuselage and cargo doors for loose or missing rivets, skin punctures, cracks, punctured or wrinkled skin, dents, and corrosion. Door for proper operation of hinges, latches, and emergency release mechanism.		X
2.37	VISUALLY INSPECT OUTBOARD CLEVIS OF DAMPER TO BLADE ARM ASSEMBLY, BOTH TOP AND BOTTOM LUGS FOR CRACKS THAT EXTEND FROM BUSHING HOLES OUTWARD THROUGH CLEVIS RADIUS MATERIAL. USE 5x MAGNIFYING GLASS. REMOVAL OF PAINT IS NOT NECESSARY.	X	X	2.41	All accessible electrical wiring for chafing, damage and security.		X
				2.42	Position light and upper anti-collision light cover for security and obvious damage. CAUTION AIRCRAFT MUST NOT BE FLOWN OR TOWED UNLESS CONTROLS ACCESS DOOR AND FUEL ACCESS DOORS ARE SECURELY INSTALLED. MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM	X	X
				2.43	ACCESS, INSPECTION, AND COMPARTMENT DOORS FOR CLOSURE AND SECURITY.	X	X

"FOD REMINDER"

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				TAIL BOOM		
2.44	CRASH RESISTANT FUEL CELLS INSPECTION. INSPECT INSIDES OF BOTH FUEL CELLS FOR CELL ACTIVATION AND DAMAGE.		X	3.1	EXTERIOR SKIN FOR OBVIOUS DAMAGE. VISUALLY CHECK THAT THERE IS NO GAP BETWEEN BOOM AND FUSELAGE AT BOOM BOLTS ATTACH POINT. VISUALLY INSPECT STABILIZER FORWARD MOUNTING FITTINGS FOR CRACKS.	X	X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
2.45	SERVICE ENGINE OIL AND FUEL SYSTEM.	X	X	3.2	BOOM ATTACH POINTS TO FUSELAGE FOR CORROSION, CRACKS, AND SECURITY, RETORQUE ATTACH BOLTS.		X
2.46	Station 124 Canted Frame for corrosion, distortion, breaks or cracks.		X				

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
3.3	REPLACE TAIL BOOM ATTACH BOLTS. INSPECT BOOM FAIRING AND HOLES FOR ATTACH BOLTS FOR ELONGATION. MAX DIAMETER IS 0.330-INCH.		6th
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
3.4	BOOM FOR LOOSE OR MISSING RIVETS, SKIN PUNCTURES, DENTS, SCRATCHES, CRACKS AND CORROSION. IF INSTALLED, NO. 2 FM ANTENNA MOUNT FOR SECURITY AND DAMAGE.	X	
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
3.5	BOOM TO STABILIZER FORWARD MOUNTING FITTING SKIN AREA FOR CRACKS.		X

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
3.6	TAIL ROTOR DRIVESHAFT DAMPER FOR PROPER CLEARANCE, DAMAGE, AND SECURITY. DAMPER FOR PROPER DIAMETER AND RESTRICTION TO MOVEMENT.		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
3.7	TAIL ROTOR DRIVESHAFT FOR OBVIOUS DAMAGE, DEFORMATION OR TWISTING, AND EXCESSIVE WEAR IN THE DAMPER AREA.		X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
3.8	TAIL BOOM CONTROL ROD FOR OBVIOUS DAMAGE AND EXCESSIVE WEAR IN GROMMET AREAS (CONTROL ROD REMOVED).		X

Seq. No.	Item and Procedure	D	P
	STABILIZERS, TAIL ROTOR TRANSMISSION AND TAIL ROTOR		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
4.1	HORIZONTAL AND VERTICAL STABILIZERS AND STRUT FOR OBVIOUS DAMAGE. RIVET LINES FOR CRACKS AND LOOSE RIVETS. VISUALLY CHECK ATTACH BOLTS FOR EVIDENCE OF LOOSENESS.	X	X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
4.2	HORIZONTAL AND VERTICAL STABILIZERS FOR DAMAGED SKIN AND LOOSE OR MISSING RIVETS. HORIZONTAL STABILIZER UPPER SURFACE FOR CRACKS BETWEEN THE STRUT ATTACH POINT AND THE END OF THE STABILIZER.		X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
4.3	STABILIZER MOUNTING FITTINGS AND TAIL SKID MOUNTING FITTING FOR CRACKS, CORROSION AND SECURITY. RETORQUE ALL MOUNTING BOLTS.		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
4.4	STABILIZER STRUT LUGS FOR CRACKS; STRUT FOR DAMAGE AND SECURITY. RETORQUE STRUT ATTACH BOLTS.		X
4.5	Tail light for cracked lens and security of mounting.	X	X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
4.6	TAIL ROTOR TRANSMISSION FOR LEAKS, SECURITY OF MOUNTING, SERVICE WITH OIL. BREATHER PLUG THREADED RECESS DRAIN HOLE FOR CLOGGING, BREATHER HOLE FOR PROPER ORIENTATION.	X	X

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
4.7	TAIL ROTOR BLADES, HUB, AND PITCH CONTROL LINKAGE FOR OBVIOUS DAMAGE; FORK BEARINGS, FOR WEAR, FRETTING, AND FREEDOM OF MOVEMENT.	X	X
4.8	Drain tail rotor transmission oil through clean cloth to check for nonferrous metal particles; inspect chip detector for ferrous particles.		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
4.9	TAIL ROTOR PITCH CONTROL, LINKS, AND BELLCRANK AT GEARBOX FOR EXCESSIVE WEAR OF BEARINGS (LINK BEARINGS LIMITED TO 0.020 INCH MAXIMUM AXIAL PLAY); FREEDOM OF MOVEMENT AND SECURITY.	X	X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

C 3

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				CRACKS OR OTHER EVIDENCE OF ABRASION STRIP SEPARATION. INSPECT WITH A 5x MAGNIFYING GLASS.		
4.10	SLIPPAGE MARK ACROSS OUT BOARD END OF TAIL ROTOR PITCH CONTROL BEARING INNER RACE AND SWASHPLATE FOR ANY EVIDENCE OF SLIPPAGE, SEPARATION OR CRACKS IN PITCH ARMS.	X	X		ENGINE COMPARTMENT		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
4.10.1	SLIPPAGE OF TAIL ROTOR PITCH CONTROL ASSEMBLY ON SWASH PLATE LINER.	D X	P X	5.1	ENTIRE ENGINE FOR LOOSE BOLTS, BROKEN OR LOOSE CONNECTIONS, MOUNTED ACCESSORIES FOR SECURITY AND BROKEN OR MISSING LOCKWIRE, ACCESSIBLE AREAS FOR OBVIOUS DAMAGE.	X	X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			5.2	Firewall seals for seating and condition		X
4.11	TAIL ROTOR BLADE TIP CAPS FOR LOOSE OR MISSING RIVETS, CAP RIVET CORES FOR SEALING COMPOUND; BLADES FOR COLLAPSED AIR FOIL.	X	X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			5.3	ENTIRE ENGINE AND COMPARTMENT FOR EVIDENCE OF FUEL OR OIL LEAKS, OIL COOLER AND COOLER DEFLECTORS FOR SECURITY, FUEL AND OIL LINES FOR CHAFING	X	X
4.12	TAIL ROTOR BLADE ABRASION STRIP/AIRFOIL BOND LINE FOR	X	X				

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM				MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
5.4	ENGINE MOUNTS FOR CONDITION AND SECURITY. MOUNTING AND SUPPORT BOLTS FOR TIGHTNESS, CONDITION, NO EVIDENCE OF ROTATION, AND BROKEN OR MISSING LOCKWIKE.	X	X	5.8	TURBINE AND ENGINE EXHAUST DUCTS FOR CONDITION OF WELDED JOINTS, CRACKS, AND BUCKLING; JOINTS FOR BLOW-BY; CLAMPS FOR PROPER FIT AND SECURITY; AFT SUPPORT LINK AND BOLT FOR SECURITY OF ATTACHMENT TO FUSELAGE. CHECK EXHAUST DUCTS FOR OBSTRUCTIONS.	X	X
5.5	Retorque engine mounting and support bolts.		X				
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			5.9	Armor installation for condition and security (if installed)	X	X
5.6	N1 AND N2 CONTROLS FOR CORRECT TRAVEL; CONTROL PUSHRODS AND LINKAGES FOR FREEDOM OF OPERATION AND SECURITY.	X	X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM			5.10	IGNITION AND FUEL PUMP PRESSURE SWITCH LEADS FOR BURNING, CHAFING, CRACKING OF CONDUIT; LOOSE CONNECTORS AND BROKEN LOCKWIRES.	X	X
5.7	ROD END BEARINGS IN ENGINE CONTROLS FOR EXCESSIVE LOOSENESS (0.040-INCH MAXIMUM AXIAL PLAY).		X				

"FOD REMINDER"

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
5.11	CHECK CONTINUITY OF FUEL PRESSURE SWITCH CIRCUIT.		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
5.12	ALL ACCESSIBLE ELECTRICAL CABLES FOR CHAFING, DAMAGE, AND SECURITY; GROUND CONNECTIONS FOR TIGHTNESS AND CORROSION.	X	X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
5.13	ENGINE COMPARTMENT RELAY INSTALLATION ON RIGHT OLEO SUPPORT FITTING FOR CONDITION AND SECURITY OF MOUNTING.		X
5.14	Starter-generator brushes for excessive wear and freedom of movement in brush holder. Brush leads for deterioration or evidence of chafing. Commutator for evidence of arcing and presence of oil or		X

Seq. No.	Item and Procedure	D	P
	metal particles; check turn-down step on outer end of commutator for limit of commutator diameter reduction. Electrical connections for security. Inlet and outlet screens for clogging.		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
5.15	OVERRUNNING CLUTCH FRONT BEARING FOR EVIDENCE OF DRY LUBRICANT AND BEARING CONDITION.		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
5.16	OVERRUNNING CLUTCH FOR CORRECT OIL LEVEL AND PROPER OPERATION: TURN MAIN ROTOR IN FORWARD DIRECTION BY HAND - ENGINE MUST NOT ROTATE; TURN ROTOR IN REVERSE DIRECTION - ENGINE MUST ROTATE (LISTEN FOR TURBINE NOISE FROM REVERSE ROTATION).		X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

C 5							
Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
5.17	Aft upper firewall for security of attachment, punctures, and corrosion.	X	X		FUSELAGE LEFT SIDE (CENTER, AFT, AND LOWER SECTIONS) LEFT SIDE OF MAIN ROTOR, LEFT LANDING GEAR		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM						
5.18	CHIP DETECTORS IN ENGINE GEAR CASE FOR METAL PARTICLES; CLEAN DETECTORS AND CHECK CIRCUIT CONTINUITY.		X	6.1	Landing gear for wear and security of skid tubes, skid shoes, and fairings; abrasion strips in place.	X	X
5.19	Engine compartment doors for proper operation of hinges and latches, and for damage, cracks, and security.	X	X	6.2	Rear landing gear dampers for proper extension by observing attitude of aircraft. If attitude is nose-up, visually inspect dampers for leakage; replace damper if leakage is discovered or extension is less than normal. Attach points for yielding (evidence of hard landing) and security.	X	X
5.20	Governor Control Rod, dye penetrant inspect for cracks. (P/N 369A7706-3 aluminum rod only).		X	6.3	Damper pivot bearings for excessive looseness (0.040 inch maximum axial play).		X
				6.4	Landing gear skid tubes and fairings for cracks and loose rivets. With aircraft on jacks: attachment points for security; pivot bearings for excessive looseness (0.040 maximum radial play).		X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

C 4

Seq. No.	Item and Procedure	D	P	Seq. No.	Item and Procedure	D	P
6.5	Fuel drains water content. Bottom of fuselage for evidence of fuel leakage.	X	X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
6.6	Fuel tank vent for freedom from obstructions.	X	X	6.10	FLIGHT CONTROL PUSH RODS, LINKS, AND BELLCRANKS FOR EXCESSIVE LOOSENESS IN THE SPHERICAL ROD END BEARING (0.040-INCH MAX RADIAL PLAY); AND THAT ROD END THREADS ARE ENGAGED BEYOND WITNESS HOLE AND ROD ENDS CENTERED. BENT RODS OR LINKS; WORN BUSHINGS, AND BELLCRANKS AND BRACKETS FOR CRACKS AND SECURITY.		X
6.7	Fuel tank vent hoses for cracks, deterioration and security.		X		MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
6.8	LANDING GEAR FRONT SHOCK DAMPERS FOR SECURITY OF ATTACHMENT AND PROPER EXTENSION BY OBSERVING ATTITUDE OF AIRCRAFT. IF ATTITUDE IS NOSE-DOWN, VISUALLY INSPECT FRONT DAMPERS FOR LEAKAGE IF LEAKAGE IS OBVIOUS OR EXTENSION IS LESS THAN NORMAL.	X	X	6.11	PARTICLE SEPARATOR FILTER SCAVENGE AIR OVERBOARD SCREEN FOR CLEANLINESS AND DAMAGE.		X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM						
6.9	FLIGHT CONTROL RODS FOR DAMAGE AND SECURITY.	X	X	6.12	Station 124 Canted Frame for corrosion, distortion, breaks or cracks.		X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P
	POWER ON		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.34	ALL WARNING LIGHTS (PUSH LIGHT TEST SWITCH) FOR ILLUMINATION AND PROPER OPERATION.	X	X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.35	INTERIOR LIGHTING SYSTEM (COMPASS, PANEL, CONSOLE AND UTILITY) FOR PROPER OPERATION.	X	X

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.36	RPM GOVERNOR TRIM ACTUATOR FOR PROPER OPERATION.	X	X
	CAUTION		
	LOOSEN FORWARD AND AFT LATERAL FRICTION LOCKS.		
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.37	CYCLIC TRIM ACTUATORS FOR PROPER OPERATION.	X	X
	CAUTION		
	DO NOT ALLOW LANDING LIGHT TO REMAIN ILLUMINATED FOR MORE THAN ONE MINUTE DURING CHECK OF EXTERIOR LIGHTING.		

"FOD REMINDER"

26

Check work area for tools and parts after completion of maintenance and inspection.

TM 55-1520-214-PMS

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.38	EXTERIOR LIGHTS (LANDING, POSITION, AND ANTI-COLLISION FOR PROPER OPERATION.	X	X
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.39	OIL CHIPS WARNING LIGHTS FOR MAIN TRANSMISSION (BOTH DETECTORS) TAIL ROTOR TRANSMISSION, AND ENGINE (BOTH DETECTORS). TEMPORARILY PLACE JUMPER WIRE FROM DETECTOR TERMINAL STUD TO UNPAINTED SURFACE OF COMPONENT HOUSING.		X

Seq. No.	Item and Procedure	D	P
	MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM		
1.40	XMSN OIL TEMP WARNING LIGHT FOR ILLUMINATION WITH JUMPER WIRE TEMPORARILY PLACED FROM OIL TEMPERATURE SENDER TERMINAL STUD TO MAIN TRANSMISSION HOUSING.		X
1.41	Engine filter BYPASS AIR caution light for proper operation by application of suction. a. Barrier filter: 3 ± 0.25 in. H ₂ O. b. Particle separator: 4 ± 0.4 in. H ₂ O.		X
1.42	Annunciator panel and master caution and warning panel lights (if installed) for proper illumination.	X	X

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure	D	P
1.43	After compliance with MWO 55-1520-214-50-6, verify that fuel quantity indicator and actual tank fuel level correspond within 12 degrees of indicator travel at 0, 89, 178, 257, and 356 lbs.		X
	AVIONICS		
	Perform avionics inspections, check and test electrical equipment as required in TM 11-1520-214-20 or 20-1. DA Form 2404 shall also be used to record results of inspections by avionics personnel.		X

Seq. No.	Item and Procedure	D	P
	ARMAMENT		
	Perform armament inspection as required by TM 9-1005-298-12.		X
	LUBRICATION		
	Service in accordance with TM 55-1520-214-23.		

"FOD REMINDER"

Check work area for tools and parts after completion of maintenance and inspection.

TM 55-1520-214-PMS

By Order of the Secretary of the Army:

JOHN A. WICKHAM, JR.
General, United States Army
Chief of Staff

Official:

ROBERT M. JOYCE
Major General, United States Army
The Adjutant General

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31, PM Requirements for OH-6 Aircraft.